

Message Text

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ORIGIN EB-07

INFO OCT-01 NEA-10 ISO-00 FAA-00 DOTE-00 /018 R

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NEA/AFN-D. JAMESON

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R 050038Z NOV 75

FM SECSTATE WASHDC

TO AMEMBASSY TRIPOLI

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E.O. 11652: N/A

TAGS: EAIR, OCLR, LY

SUBJECT: CIVAIR: OVERFLIGHTS WITHOUT CLEARANCES

REF: (A) TRIPOLI 1221 (B) LIBYAN DGCA TELEX TO FAA,

8 JUNE 2155Z (C) 10FAM 521.1

1. REF A PASSED TO FAA FOR ACTION. FAA ASKS IF REP A
COULD BE SANITIZED OR DECLASSIFIED, SO THAT INVESTIGATION
WILL NOT BE UNDULY DELAYED. WE SUGGEST THAT REFTTEL PARA 2
IS ONLY INFORMATION REQUIRING PROTECTION.

2. DEPT AND FAA RECOGNIZE GRAVITY OF SUCH OVERFLIGHTS. FAA
HAS INVESTIGATED 7 SUCH CASES REPORTED IN REF B, AND HAS
CONTACTED OPERATORS TO INFORM THEM OF THEIR
RESPONSIBILITIES. INCIDENTS WERE:

A) PAN AM 707, REG NBR N-450PA, JAN 25, 1975

B) AVEX CORP, DHC-6, REG NBR N-300SP, FEB 14, 1975

C) FLYING TIGER DC-8 REG NBR N-792 FT, FLIGHT NUMBER
8640, FEB 13, 1975

D) UNITED INDUSTRIES, DC-7, REG NBR N-295, JANUARY 4, 1978.

E) WAYFARER KETCH, GULFSTREAM II, REG NBR N-100WK,

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JANUARY 29, 1975.

FYI: ABOVE IS ROCKEFELLER CORPORATE AIRCRAFT. END FYI.

F) PIPER PA-34, REG NBR N-32756, MARCH 22, 1975.

G) PIPER PA-30, REG NBR N-82964, MAY 18, 1975.

3. WHILE FAA IS WILLING TO FOLLOW UP AFTER SUCH INCIDENTS, DEPT AND FAA FEEL OUNCE OF PREVENTION NOW IN ORDER. INTERNATIONAL FLIGHT INFORMATION MANUAL (IFIM) (SEE REF C) SEEMS TO IMPLY THAT PRIVATE AIRCRAFT DO NOT REQUIRE CLEARANCE. REQUIREMENTS ALSO DO NOT DEFINE CORPORATE EXECUTIVE AIRCRAFT AS PRIVATE (OR COMMERCIAL, ALTHOUGH NOT FOR HIRE). AIRCRAFT DESCRIBED IN REF A PARA 1 B IS APPARENTLY UNDER THIS CLASSIFICATION.

4. INSTRUCTIONS: EMBASSY SHOULD ADVISE FONMIN THAT FAA IS INVESTIGATING. IF APPROPRIATE, EMBASSY MAY WISH TO RAISE SUBSTANCE PARA 2 ABOVE, AND PROVIDE ASSURANCES THAT USG IS TAKING STEPS TO PREVENT RECURRENCES. IN THAT CONTEXT, CLARIFICATION OF AIRCRAFT ENTRY REQUIREMENTS IS IN ORDER, AND THAT SUBJECT MAY BE RAISED AS APPROPRIATE. KISSINGER

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